

**Minutes of the Meeting**  
**November 19, 1998**

Projects Reviewed

WSCTC Expansion Project (Streetscape Art Proposal)  
Downtown Wayfinding Project  
North Cascades Environmental Education Center  
Growing Vine Street  
Gasworks Park Restoration Plan

Convened: 8:00am

Adjourned: 2:00pm

Commissioners Present

Rick Sundberg, chair  
Moe Batra  
Carolyn Darwish  
Gail Dubrow  
Bob Foley  
Jeff Girvin  
Gerald Hansmire  
Jon Layzer

Staff Present

Vanessa Murdock  
Peter Aylsworth  
Rebecca Walls

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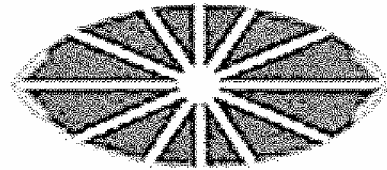
111998.1      Project: **WSCTC Expansion Project**  
                  Phase: Conceptual Art Program, Northwest Block Development  
          Presenters: Chuck Hartung, WSCTC  
                          Caroline Law, artist coordinator  
                          David Thyer, R. C. Hedreen Co.  
          Attendees: Beverly Barnett, Seattle Transportation  
                          L. Jane Beaumont, artist  
                          Cydney Gillis, Washington Journal  
                          Daniel Johnson, WSCTC  
                          R. Stuart Keeler, artist  
                          Matt Lampe, Executive Services Department  
                          Vince Lyons, DCLU  
                          Mike Machnick, artist  
                          Dan McGrady, Office of Councilmember Drago  
                          Kate Wade, artist  
                  Time: 1.5 (hourly)

### **Art Program**

The WSCTC Expansion Project Art Program has four components, the sidewalk paving pattern, a series of vertical sculptures, the Eighth Avenue tunnel armature, and fire exit doors.

The sidewalk paving pattern consists of concentric rings of colored concrete radiating from the center of the three major Pike Street intersections. Concrete colors will include buff and light charcoal with silicon carbide. Marking the vertical sculpture elements will be slices of columnar basalt.

The five vertical sculptures will be located near entrances to the Convention Center lobby and east entrance, the Museum of History and Industry (MOHI), access to Central Freeway Park, and the entrance to Boren Pine Pike Park (four columns park). The proposed sculptures will be elliptical in plan with vertical side panels. The skin will be made of brushed stainless steel and fiberglass. Embedded in the fiberglass will be various steel panels etched with imagery or text. At night the sculptures will be lit from within and will cast pools of light onto the sidewalk.



Plan of vertical sculpture elements

The Eighth Avenue tunnel armature will include vertical elements that support two cables spanning the street. Between the cables will be panels of painted metal and a nine foot diameter light dish will hang from the center. Lighting in the tunnel will include down lights onto the sidewalk and uplighting that washes the tunnel ceiling.

The metal fire exit doors will have an abstracted honeycomb pattern painted over a metallic base color. There will be approximately 28 doors throughout the project.

### **Discussion:**

- Foley:** Will the paving be cast-in-place or pre-cast concrete?
- Law:** All of the paving will be cast-in-place concrete except for the sculpture base stones which will be sliced columnar basalt.
- Batra:** Is the skin of the vertical elements fragile?
- Law:** The skin will be industrial standard fiberglass and stainless steel, made to take stress and abuse. The fiberglass panels can be resurfaced to remove scratch graffiti

and the metal will be hand brushed. The Convention and Trade Center will develop a maintenance plan for the streetscape elements.

**Batra:** How does the sculpture near Seventh Avenue relate to the main lobby?

**Law:** We have had lengthy discussions regarding potential visual conflicts with the lobby mobile sculpture. The exterior vertical element was moved east to protect site lines to the mobile from the intersection and the main entrance. The exterior sculpture is still near the entrance, approximately 24 feet from the lobby wall, within a black paving ring that extends through the lobby floor.

**Wade:** The exterior sculptures are a different scale than the interior mobile and are intended to relate to the streetscape as a whole.

**Dubrow:** I think the vertical elements have been nicely resolved and will be more distinguished from utility poles and street lights. Are there opportunities to encourage lingering around the sculptures, possibly seating?

**Law:** Lingering will be implicit in having to read the text on the sculptures.

**Dubrow:** Will the color palette provide a visual link between the sculptures and the exit doors?

**Wade:** The buildings will have relatively muted facade treatments. We wanted to use industrial references in the vertical sculptures.

**Law:** The primary structural element is the white steel canopy. The sculptures are intended to blend the earthy tones of the ground plane with the metal canopy by using a warmer color palette.

**Dubrow:** Why is the eastern sculpture located where it is, so far from the others?

**Lampe:** The location of the sculptures is intended to demarcate a series of key entrances to major public spaces in addition to the Convention Center, such as the Museum of History and Industry, Freeway Park, and the Four Columns Park east of I-5.

**Dubrow:** How people understand them as a series of elements may be handled by the WSCTC art program. A pamphlet or brochure about the sculptures could be made available in the WSCTC lobby.

**Hartung:** That is a good idea. I wouldn't want to hinder the elements visually with wayfinding information.

**Girvin:** The placement of the sculptures will be successful as a series of discoveries, leading people to other spaces. The tunnel elements seem to lack the intensity of the Pike Street environment. How many of the proposed armatures will span across Eighth Avenue?

**Law:** There will be a series of five armatures, approximately 18 feet above the street. The colored metal panels will be large scale and the light dish hanging from the center will be approximately nine feet in diameter.

**Dubrow:** I commend the artist team on their efforts within a limited budget. Perhaps an enhanced Eighth Avenue streetscape is an issue of mitigation for the tunnel.

**Law:** Our first intention was to work with lighting in the tunnel. Given the budget, we focused on the armature structure, the metal panels, and lighting elements. Windows and wall treatments will add interest to the streetscape.

**Dubrow:** Were there City Council conditions regarding the lighting in the tunnel?

**Hartung:** There were no specific conditions regarding tunnel lighting.

**Dubrow:** The current scheme doesn't seem to adequately mitigate the tunnel. However, it is not appropriate to use the art program as mitigation for the tunnel's impacts on pedestrian character and street vitality.

**Law:** We could put the armatures into a computer generated image of the tunnel to give a better idea of its character.

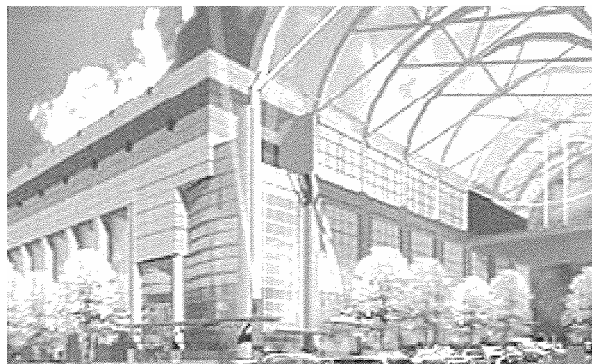
- Wade:** There will be a number of exit doors with the honeycomb pattern that will play off of the metal panels.
- Givin:** What will the light levels be in the tunnel?
- Hartung:** Approximately 12 foot-candles.
- Layzer:** The bus drop-off zone for the MOHI will also add activity to the streetscape inside the tunnel. I commend the artist team on the conceptual development of the art program elements. It seems that the success of early artist involvement has been the extension of the streetscape beyond the project limits, increased prominence of the vertical sculptures, and a greatly improved overall streetscape design within the limited budget.
- Sundberg:** I admire the artist team's work thus far. Has Seattle Transportation seen this proposal?
- Hartung:** This proposal has just been completed. Seattle Transportation staff haven't seen the current design, but are aware of the seven previous location alternatives.
- Dubrow:** A joint subcommittee meeting with Design Commissioners and Seattle Transportation staff may be appropriate.
- Action:** **The Commission recommends approval of the project as presented and recognizes the success of early artist involvement on the project. The Commission strongly supports the direction of the vertical sculpture elements and makes the following comments and recommendations.**
- **The Commission appreciates the extension of the elements beyond the project boundaries and the integration with the building designs,**
  - **is encouraged that the artist team has enhanced the quality and character of the Eighth Avenue tunnel,**
  - **has reservations regarding the quality of the tunnel's overall environment and requests a presentation of the entire space including art and architectural elements, and**
  - **encourages a joint subcommittee review of the Eighth Avenue tunnel proposal with Seattle Transportation staff.**

### Northwest Block Development

Three proposed changes to the Northwest block development would result in simplified construction and reduced costs. The first, a simplified upper facade along Seventh Avenue, would eliminate superfluous structure with simplified grill screening the parking garage.

The second change is a simplified connection between the building and the end galleria column at Seventh Avenue and Pike Street. The horizontal bands have been removed and the building and column are more integrated.

The third change is a substitution of materials. The facade panels on the upper attic space on Pike Street would be metallic white pre-cast concrete rather than silver-white metal panels.



View of Seventh and Pike, northwest corner

**Discussion:**

**Foley:** Would the galleria column still be metal?

**Hartung:** LMN Architects desire to have a metal column. The proposed change would only effect the panels between the columns. LMN did embrace the simplified connection at the end column and the Seventh Avenue facade changes provided that the glazing is lit and the parking garage is successfully screened from view.

**Dubrow:** I remember the Commission also suggesting the simplification of the northeast column connection. The proposed change to the connection seems to be a good solution. I have reservations concerning the material substitution.

**Foley:** Is there still a canopy over the sidewalk along Seventh Avenue?

**Thyer:** Yes, the canopy extends around the corner and up Pike Street.

**Sundberg:** What is programmed for the ground floor of the corner space?

**Thyer:** We are working on a lease agreement with Hard Rock Café for the entire space. There are some signage issues to be resolved.

**Hansmire:** The connection between the end column and the wall support seems unresolved.

**Thyer:** That connection is currently being developed.

**Sundberg:** The corner connection is not fully resolved and should be simplified further. I support LMN's position on the metal panels, but would be willing to reevaluate the proposal with samples of the alternative materials. I like the approach of breaking up the scale of the Seventh Avenue facade. I prefer the glass over the grillwork, but am sympathetic to the cost implications.

**Girvin:** Whatever the material, facade fenestration and depth will be most important in ensuring that the facade doesn't read as a stage set.

**Action:** **The Commission supports the simplified column and the removal of the horizontal bands.**

- The Commission has concerns regarding the material substitution on the attic story panels and requests a presentation of material samples,
- recommends a Seventh Avenue facade treatment that is integrated with the building and has depth and articulation,
- recommends further development of the connection of the northwest galleria column and the wall support, and
- requests a presentation of the entire signage package for the project, in order to maintain visual harmony with other streetscape elements.

111998.2      Project: **Downtown Wayfinding Project**  
                  Phase: Conceptual Design  
          Presenters: Jeff Bender, Seattle Transportation  
                          Kenichi Nakano, Nakano Dennis  
                          Paula Rees, Maestri Design Inc.  
          Attendees: Christi Clark, Planning Commission  
                          Karen Daubert, Planning Commission  
                          Susanne Friedman, Planning Commission  
                          Barbara Goldstein, Arts Commission  
                  Time: 1 hr. (0.3%)

Conceptual plans for the Downtown Wayfinding Project will be completed by the end of 1998 and implementation plans will be developed in 1999. The conceptual plan is based on the need to inform diverse audiences with different needs, such as visitors, regional residents, city residents, and neighborhood residents. The recommended the following solutions.

Provide directions to destinations: level one

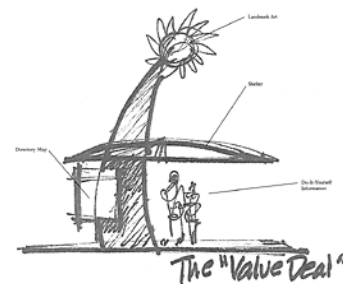
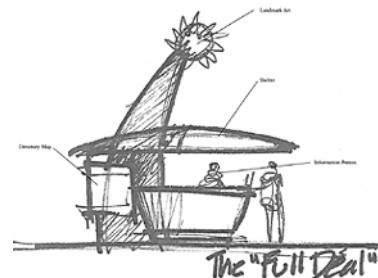
1. Establish 3 zones of the city center:  
     Seattle Center  
     Downtown/Pike Place Market  
     Pioneer Square/Stadiums
2. Sign highway exits for these zones
3. Create vehicular direction signs for level one destinations within each zone

Provide directions to destinations: level two

4. Establish robust staffed visitor information centers in each district "The Full Deal"
5. Provide unstaffed visitor information map kiosks at transit hubs "The Value Deal"
6. Create pedestrian directional signs to level one and level two destinations and public transit locations on key pedestrian streets
7. Consider development of a unified public transit icon

Express the geography and character of the neighborhoods

1. Redesign the Seattle street identification signs to designate neighborhood location of a street
2. Create environmental graphics that identify the neighborhoods and express their unique character
3. Encourage the development of unique families of street furniture designs that reflect the culture and spirit of each neighborhood



### Improve civic street signing

1. Consolidate and redesign the parking regulatory signs
2. Create standards for commercial parking location signing
3. Create signs for recommended bicycle routes on city streets
4. Consolidate and redesign the community programs signing

The plan also attempts to establish a comprehensive and coordinated wayfinding information system by improving directional signage, orientation and information, neighborhood signage, city street signage, and transit signage.

### Discussion:

**Layzer:** Is it possible to implement this project as existing signage is replaced?

**Rees:** Seattle Transportation seems to want a plan of implementation.

**Nakano:** The surrounding neighborhoods are very interested in the implementation of this project. They see the circulation study as something that could be spread out to surrounding areas.

**Dubrow:** I appreciate the attention to legibility and orientation. The emphasis seems to be on guiding visitors to major destinations. I recommend a balanced approach that can reinforce the major destinations and landmarks while giving more identity to local destinations. This would reinforce the rich texture of the downtown neighborhoods for local and regional residents as well as visitors and tourists. A layered approach to the wayfinding signage may be appropriate.

**Rees:** This project has been developed around four diverse audiences; visitors, regional residents, city residents, and neighborhood residents.

**Darwish:** Many of the neighborhoods surrounding the downtown have a lot to offer tourists and visitors. Have you considered connections to those areas or information regarding them?

**Rees:** The "full deal" approach would have layers of information, with the addition of directories for major surrounding neighborhoods. There will be a major mapping system for the larger areas, such as the Central Business District or the retail core.

**Foley:** Will the new system better clarify the ride-free area and its limits?

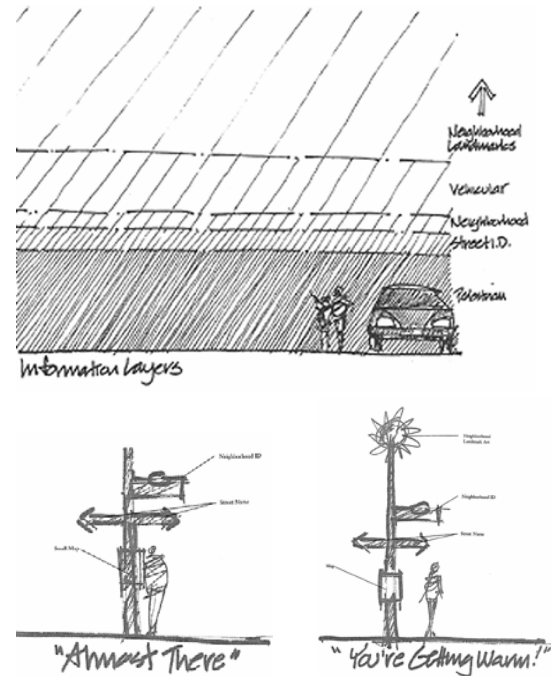
**Rees:** It will be greatly improved through simplified circulation routes, bus identification, and clear mapping.

**Darwish:** Will the wayfinding project include the bus tunnel stations?

**Rees:** At this point the primary focus is above ground at street level.

**Sundberg:** How does the proposal work with DUCPG plans and those of other downtown groups?

**Hansmire:** If the city undertakes a major downtown urban design plan, this project will be a primary component. I am concerned about having the development of an urban



design plan occur prior to the wayfinding plan or having the wayfinding plan lead to an urban design plan. The two must be integrated in order to be successful.

**Layzer:** Has the project scope been defined by time constraints and funding availability?

**Bender:** By the end of 1998, unused funding will no longer be available. There are also significant new projects being developed and we want to integrate this project as much as possible.

**Layzer:** I see this project as a strong start, but it needs further development. The scope needs to include vehicular signage, layers of information, and a strong neighborhood based public process. This project is on the right track. By the end of 1998, the design should be completing the conceptual phase, but will not be ready for implementation.

**Action:** **The Commission appreciates the thorough presentation and makes the following comments and recommendations:**

- continue to develop levels of information within the signage system as a response to diverse audiences with different needs,
- include vehicular signage in the project scope to be developed in conjunction with the pedestrian, bicycle, and transit information,
- ensure that the project continues to be developed beyond the completion of the conceptual phase at the end of the year.

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111998.3      Project: **North Cascades Environmental Education Center**

Phase: Conceptual Site Planning

Presenters: David Hall, Henry Klein Partnership  
Diane Hilmo, City Light

Attendees: Beth Blattenberger, City Light  
Don Burgess, North Cascade Institute  
Barbara Goldstein, Arts Commission  
Richard Haag, Richard Haag and Associates  
Timothy Manns, North Cascades National Park  
Jeff Muse, North Cascade Institute

Time: 1 hr. (0.3%)

The Environmental Education Center (EEC) project includes the remodel of an existing restaurant and new construction of a administrative and classroom buildings, dormitories, staff quarters, laundry facilities, outdoor shelters, trails, and recreational facilities. All environmental review and permitting will be done by City Light, water will be provided by the National Park Service, and electrical services will be provided by City Light. The project will be built by City Light on National Park Service property and will be operated by the North Cascades Institute.



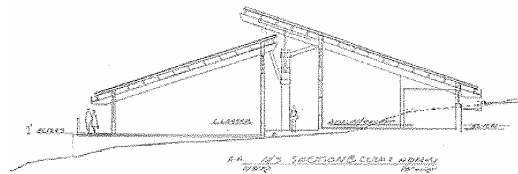
Entry view of administration/classroom buildings



Programming for the EEC at Diablo Lake has been completed. Four alternatives for site planning were explored and a preferred scheme was developed. The preferred scheme restricts parking to the existing area at the entrance to the site and includes a drop-off road extending to the administration and classroom buildings. A secondary service road provides access to City Light and Park Service facilities beyond the site. Dormitory buildings for program participants will be located uphill from the centralized administration, lab, and classroom buildings. Staff housing, a series of two and four person units will be located to the north of the participant dormitories.



Site section through dormitories



Section through administration/classroom building

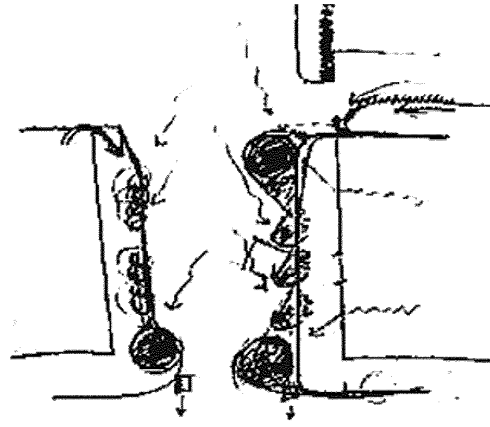
### **Discussion:**

- Batra:** Will there be onsite sewage disposal?
- Hall:** There is an existing waste water system that has sufficient capacity for the additional buildings.
- Dubrow:** The main ideas seem to be breaking up the building masses, clustering the classroom buildings in the center of the complex, and tucking the dormitories into the hillside. Is there an opportunity to enhance the entry sequence with interpretive, educational sites strategically located along the approach to the center?
- Hansmire:** Is the central space between the classroom buildings wide enough to remain dry and well lit?
- Hall:** The space between the two buildings is currently about 40 feet.
- Hansmire:** Will the space be used for anything other than circulation?
- Hall:** It will be used for orientation activities and gathering space.
- Hansmire:** This space should be the focal point of the complex.
- Girvin:** What is the site concept and how are various site determinants effecting the project design?
- Hall:** The site has a long history of development. The cafeteria building is an existing structure, built in the 1970's, that served as a restaurant for the resort.
- Hilmo:** This project has been slowly developing for the past ten years. It began as a relicensing agreement between the National Park Service, the North Cascades Institute, and Seattle City Light.
- Girvin:** Having not seen this project before, I assume that the plan has been developed from a significant site assessment.
- Hansmire:** Breaking the buildings up into pieces makes sense, but I am still looking for a larger vision or concept for the whole project.
- Dubrow:** The building design concepts are appropriate. The landscape design and programmatic elements need a special way of taking advantage of unique opportunities the site offers.
- Hall:** It is difficult to present the entire program at once. There are a number of trails and interpretive areas that will weave through the site.
- Dubrow:** I would like the trails and interpretive centers to be woven into the architecture and the main entry sequence. There may be moments when the architecture should stand out, giving a sense of arrival.

- Hall:** I feel that the concept is moving in that direction. The main central space will draw visitors in, without separating them from the site.
- Foley:** In the last review, two different programs were presented, one modest and one ambitious. How would you categorize this plan?
- Hall:** This plan is a more modest scheme. We determined that the site couldn't support the number of buildings proposed in the more ambitious plan. The buildings in the current plan have been downsized and the number of overnight participants has been limited.
- Foley:** When will an artist be selected for this project?
- Hilmo:** We are currently discussing the artist selection process and how art will be involved in the project's development. We hope to have the selection made by the end of December.
- Foley:** How will the storm water runoff be handled?
- Hall:** The site is extremely porous, and storm water drains into the soil extremely quickly. We don't anticipate any land slide problems.
- Sundberg:** How do the buildings intersect the ground plane?
- Hall:** The buildings will be anchored along the north edges with continuous foundations beneath the circulation and support spaces. The living spaces will be supported by pier footings and columns.
- Dubrow:** I encourage you to consider sharpening the visitor's sense of the site through the artist's involvement in the design process. I suggest that artist selection criteria include the ability to work with natural materials.
- Action:** **The Commission appreciates the presentation and requests a presentation of the project towards the end of schematic design. The Commission makes the following comments and recommendations.**
- **The Commission encourages the sensitive integration of the site and buildings,**
  - **recommends further investigation of opportunities for weaving the site and interpretive programs with the architecture,**
  - **suggests further development of the entry sequence and the central space between the classroom buildings as the signature space for the complex, and**
  - **encourages the earliest possible involvement of an artist.**

111998.4      Project: **Growing Vine Street**  
                  Phase: Update Briefing  
          Presenters: Carolyn Geise, Citizen Project Manager  
                          John E. Anderson, W & H Pacific  
                          Buster Simpson, artist  
          Attendees: Greg Waddell, Carlson Architects  
                          David Goldberg, Neighborhood Planning Office  
                          Katherine Claeks, Seattle Transportation  
                          Amy Yamabe, Seattle Transportation  
                          Joe Taskey, Seattle Transportation  
                          Barbara Goldstein, Arts Commission  
                          Ann Lennartz, Seattle resident  
                  Time: .5 hr. (N/C)

The Growing Vine Street project is currently in the third phase of development and may be designated a "Millenium Project." There is an opportunity to construct a pilot project as a demonstration of the Growing Vine Street concepts. The pilot project, at Second Avenue and Vine Street, will help answer unresolved issues regarding the entire project. The existing gravel alley will be paved with a central swale. Along the street will be an open bio-swale system linking an open cistern, with collected roof run-off, at the east end to a closed cistern at the west end. The water will leave the closed cistern and return into the existing storm water drains.



Conceptual plan of pilot project

Storm water samples from nearby streets contain heavy metal which can be removed by mechanical filter systems. The run-off water will be collected and filtered to remove heavy metals prior to entering the open bio-swale. Excess water from high flow periods would be diverted directly into the existing CSO storm water system.

Due to time and budget constraints, Seattle Transportation staff are unable to devote the necessary time to the implementation of the project. The proponents request Design Commission support for increased Seattle Transportation budget and staffing to assist in finding solutions for implementing of the pilot.

#### **Discussion:**

- Dubrow:** The areas where maintenance is needed will be at the mechanical filters and at the spigots. Are there others?
- Anderson:** The plantings will need to be maintained, either by residents or by the City.
- Claeks:** Have you received input from Seattle Public Utilities staff?
- Anderson:** They have been very excited about the project. There are still major issues to resolve, but everyone is looking for creative solutions. People want this to work.
- Foley:** Are there alternatives to the compost filters?
- Anderson:** That is open for discussion. Whatever the filter is, it must be small and must remove heavy metals from the water.
- Batra:** Is the pilot project going to supply all the information needed to develop the entire street?

- Anderson:** We will be able to determine the effectiveness of the mechanical filters based on test data. The bio-filters will probably not be part of the pilot, because it drains back into the CSO system. There will be additional work and changes to make after the pilot is complete.
- Batra:** I am concerned about the system's effectiveness in treating pollution and who maintains the system.
- Anderson:** It will become a question of the cost effectiveness of the system. The Vine Street project may be able to reduce the demand on the CSO system. It will probably meet discharge regulations for release into the bay. The pilot project will give us a better understanding of its effectiveness at a small scale.
- Dubrow:** I think the Commission supports the project at a conceptual level. The pilot project seems like a sensible strategy for incremental implementation. I encourage city departments and staff to support this project with increased cooperation and collaboration.
- Layzer:** The proponent needs to investigate a more efficient maintenance components for the pilot.
- Dubrow:** The Commission needs to encourage the incremental implementation of this project, given that it can't be funded all at once. We need to encourage city staff from all departments involved to get behind this project and search for creative solutions so that implementation can occur.
- Goldstein:** This project needs endorsement and participation from the city. Support for it will have to come from the Mayor's Office and department heads.
- Geise:** There is no danger of untreated water being discharged into the bay with the pilot project since it drains back into the existing CSO system. If it doesn't work, we will just have a very unique sidewalk. The pilot is a great opportunity to test the concept. Our progress is dependent on the coordination of the city's regulatory agencies.
- Action:** **The Commission strongly supports the pilot project as an opportunity to implement the Growing Vine Street concept plan. The Commission encourages further investigation into possible maintenance programs for the project after construction. The Commission encourages the endorsement and cooperation of city departments and staff in its implementation.**

111998.5 Project: **Commission Business**

**Action Items:**

- A. MINUTES OF NOVEMBER 5<sup>TH</sup> MEETING: Approved as amended.

**Discussion Items:**

- B. EXECUTIVE DIRECTOR SEARCH: The City Council approved the budget proposal that results in a higher salary for the position, as well as increased staff positions. The candidate interview process is currently being outlined, and will include two rounds of interviews.
- C. MUN. OVERSIGHT COMMITTEE UPDATE: The Municipal Center Master Planning Process continues on a fast track. The oversight committee, comprised of Design and Planning Commissioners and community members, last met on November 17<sup>th</sup> with the Mayor and Master Planning consultant team. The next oversight meeting is scheduled for December 15<sup>th</sup> to review site design concepts, discuss design ideas and plan for the first public workshop.
- D. FEDERAL COURTHOUSE: A new Federal Courthouse is being planned for the parking lot south of the current King County Jail. The new courthouse proposal may include an alley vacation. Project managers have invited the downtown Design Review Board and the Seattle Design Commission to offer advice regarding the project through a joint review process. Both the City and King County will work together to assist in the project's development.
- E. CENTRAL AREA GATEWAY WORKSHOPS: The first of two workshops will be held in February, 1999.
- F. LIGHT RAIL REVIEW PANEL UPDATE: The LRRP met on November 10<sup>th</sup> to review the draft Design Criteria Manual. Comments from the panel will be forwarded to Sound Transit along with the city's comments. LRRP comments are available from Design Commission staff. Staff attended a briefing at Sound Transit on the Design Criteria Manual on November 24<sup>th</sup>. A joint briefing on the Draft Environmental Impact Statement will be scheduled for early January.
- G. BUDGET UPDATE: The City Council approved the proposed budget that includes the creation of a Design Center, housing both the Design Commission and the Design Review program, with an executive director position and two full time staff positions. City Council also approved a new funding mechanism for the Design Commission budget.
- H. PUBLIC-PRIVATE PARTNERSHIPS: City staff will be developing a set of evaluation criteria and guidelines for the review of public-private partnerships.
- I. UNIVERSITY PREP ACADEMY: Right-of-way improvements are proposed for an unimproved street adjacent to University Prep Academy. The proposal may include crosswalk and street improvements and may encroach on the edge of Waldo Dahl Field. The Commission is interested in reviewing this project.
- J. WALLINGFORD STEPS: Commission staff were asked to assist in facilitating a design charette with neighborhood groups and adjacent properties.
- K. FIRST & BROAD SUBCOMMITTEE: The design team commissioned Buster Simpson to develop the art component of the project. The subcommittee supported the direction of the project and the response to Commission concerns.
- L. LIBRARY WORKSHOP: A workshop will be held early in 1999 with the design team, already selected, the Library Board, the Design Commission, and other downtown stakeholders.
- M. WESTLAKE STREET TREES: A letter has been sent to Sellen Construction and other property owners along Westlake Avenue that outlines Seattle Transportation's proposal for addressing concerns raised by property owners.

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111998.6      Project: **Gasworks Park Restoration Plan**  
                  Phase: Briefing  
          Presenters: Robin Kordik, Parks and Recreation  
                          Jim Brennan, Lee Brennan & Associates  
                  Time: 1 hr. (0.3%)

The Gasworks Park Restoration Plan is a joint clean-up effort between the City of Seattle and Puget Sound Energy. The Washington State Department of Ecology, the City of Seattle, and Puget Sound Energy negotiated an Agreed Order, effective August 1, 1997. This document outlines the scope of work for choosing and carrying out a cleanup remedy for the Park. A feasibility study was used to develop a cleanup action plan. The plan preserves important structures and will protect existing park elements without precluding future plantings related to the original Gasworks Park Master Plan.

The soils of Gasworks Park contain carcinogenic contaminants, primarily benzene, below the surface that results in "dead zones" of vegetation on the surface. The benzene will be removed from the heavily contaminated soils by air sparging. A geo-membrane fabric will be installed over the contaminated soil with a 12 inch layer of clean soil and an irrigation system. Some areas around the play barn structure and the towers will need excavation prior to installing the layer of clean soil.

Recent studies have found that benzene has reached Lake Union. The benzene will be removed by pumping off the top layer of water and filtering out the free floating product.

#### **Discussion:**

- Foley:** Is Lake Union a Superfund site?
- Kordik:** It is about to become an area of concern. The Lake Union Action Team, a group of stakeholders and entities brought together by the 1984 park closure, is having the water tested on other sites around the lake. The Lake Union area is the second largest industrial area in Seattle, below the Duwamish area, and supplies many local jobs.
- Foley:** What is the life span of air-sparging?
- Kordik:** This project is on a conservative three year schedule. The air-sparging is a permanent removal technique that requires fuel and power to operate. There will be maintenance costs throughout the life of the park for monitoring the contaminants. There will typically be a drastic reduction of contaminants after six months.
- Darwish:** What is the life span of the geo-membrane fabric?
- Kordik:** I am not sure, since the fabric hasn't been selected yet. It will be permeable to allow air and water to pass through it and will be colored to alert workers of contaminated soils when digging.
- Darwish:** If the membrane is permeable, how will it contain the contaminants?
- Kordik:** The contaminants are within the soil and won't rise to the surface. We are trying to prevent people from coming in contact with the contaminated soils.
- Foley:** What will the project cost?
- Kordik:** The design and construction costs equal \$1.1 million and the life cycle costs will be \$3.4 million. There will be required sampling protocols at the clean-up sites and reviews every five years. We have to meet discharge regulations and pass periodic visual inspections. The Department of Ecology has the authority to reopen the project at any time if the contaminant levels are not satisfactory.
- Foley:** Will additional Master Plan elements ever be implemented?
- Kordik:** Not as part of the remediation project. There is a substantial amount of public debate regarding the Master Plan.

**Girvin:** I applaud the preservation of the original Master Plan. The additional 12 inches of soil won't effect the park visually and the green grass would be welcomed. I encourage you to extend the limits irrigation system to ensure that all the grass is kept green. Overall it is a sensitive approach. I am also interested in the "Wallingford Steps" project.

**Action:** **The Commission appreciates the briefing and applauds the sensitive consideration of the original Master Plan. The Commission supports the proposed remediation as consistent with the Master Plan without adverse impacts on the park's programmatic or visual character. The Commission encourages the extension of green lawn space where possible and anticipates future reviews of the "Wallingford Steps" project.**